

BROMLEY-BY-BOW SOUTH

PUBLIC REALM DESIGN MANUAL





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In 2015, East architecture, landscape, urban design and Karakusevic Carson architects were appointed by the LLDC alongside a range of key landowners, to develop public realm and masterplan proposals for this site in Bromley-by-Bow.

The proposed designs take the form of a masterplan aimed at supporting LLDC planning policy relating to this area. The proposals give detailed Supplementary Planning Guidance to support LLDC policies and assist the planning process for forthcoming applications around a shared strategic vision and objectives for the future of the site.

East architecture, landscape urban design worked within this team to support the urban design and public realm proposals, and have produced this public realm guidance, aimed at supporting the SPG process alongside the masterplan proposals.

The public realm and masterplan proposals have been tested and reviewed through a series of LLDC Quality Review Panel presentations and follow a rigorous process of design refinement and dialogue with the LLDC planning department.

In developing proposals for the site, the client and design team for Bromley-by-Bow have engaged closely with TfL to understand and co-ordinate with their emerging proposals for improvements to the A12.

Although this document is presented in a stand alone format, it should be read in conjunction with all other SPG documentation for the site. Key documents that should be viewed in conjunction with this guidance are as follows:

- The Bromley by Bow Supplementary Planning Document
- Appendix 1: The Bromley by Bow Landowner Masterplan
- The Environmental Impact Assessment (EIA)

As planning applications come forward, it is intended for this document to be used to assist detailed conversations about wider vision for the area, strategic objectives, and also materials, spaces, and uses. It enables wider objectives to be kept in view, even if applications come forward at different times, for different areas.

Each phase is intended to work individually as well as part of the whole project in terms of local landscape, amenity and play facilities for children of all ages. The design development of all areas will need to address the requirements set out in the associated Environmental Impact Assessment guidance.

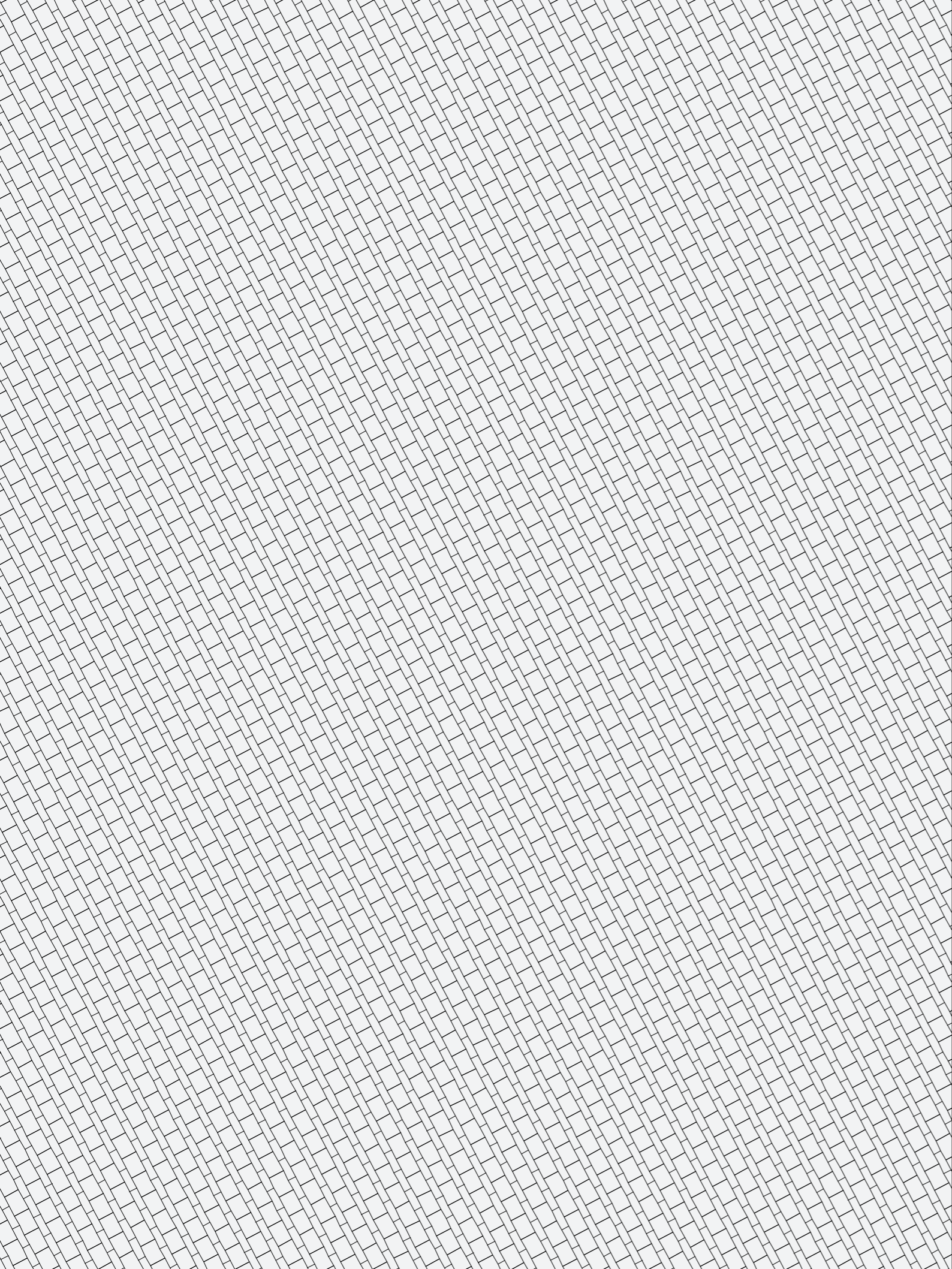
Whilst there are quite specific proposals for each part of the public realm in terms of material, spatial definition and geometry, it should be understood that this is illustrative guidance showing how the stated objectives and design principles could be achieved.

The guidance allows public realm proposals to be developed in subsequent design stages, with the provision that built outcomes deliver strategic objectives at all scales. In this way, the wider, longer term future of the area can become well-integrated, and feel properly engaged with this part of London.

The document introduces the place, and then sets the scene for the broader vision and objectives for not just delivering change within the site itself, but also making real connections at all sides, north, south, east and west. The public realm is intended to be distinctive and well integrated to some of the defining characteristics of the existing context, such as the river edges, the historic qualities at Three Mills, the station and streets at Bromley-by-Bow, and also the neighbourhood centre that engages with the emerging development at Strand East.

The site itself has an illustrative overview plan, and a site plan. These drawings are used to support an area by area study for each key section of the proposals. These are structured around key east west routes, as well as the A12 edge, and the river park edge.

Each of these areas are presented using applicable descriptions for materials, with relevant sections, visualisations, plans, and precedent example images.



1 SITE INTRODUCTION

1.1 WIDER CONTEXT 13

1.2 PORTRAIT OF THE PLACE 15



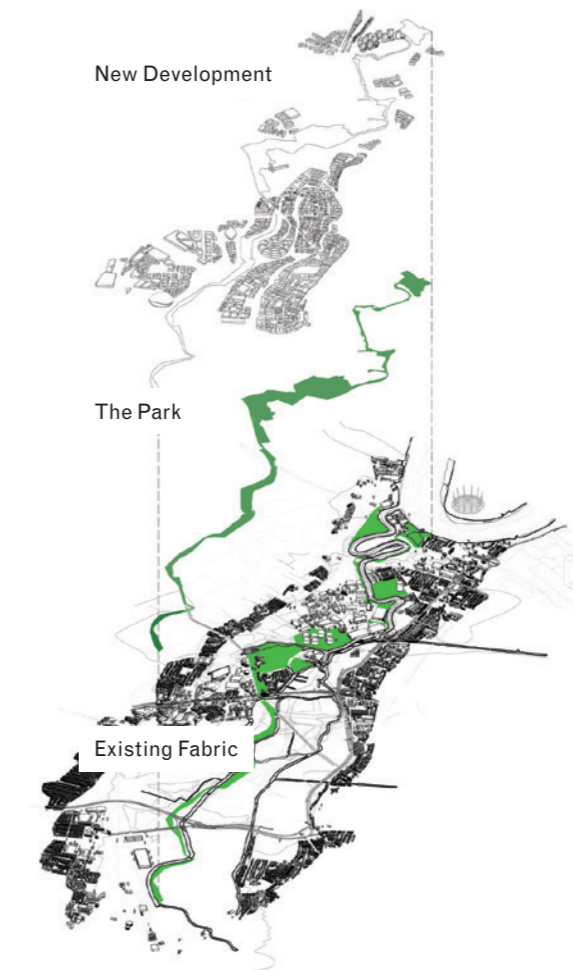
The vision for the Lea River Park by 5th Studio – the park guides and sets the context for new development in the valley.

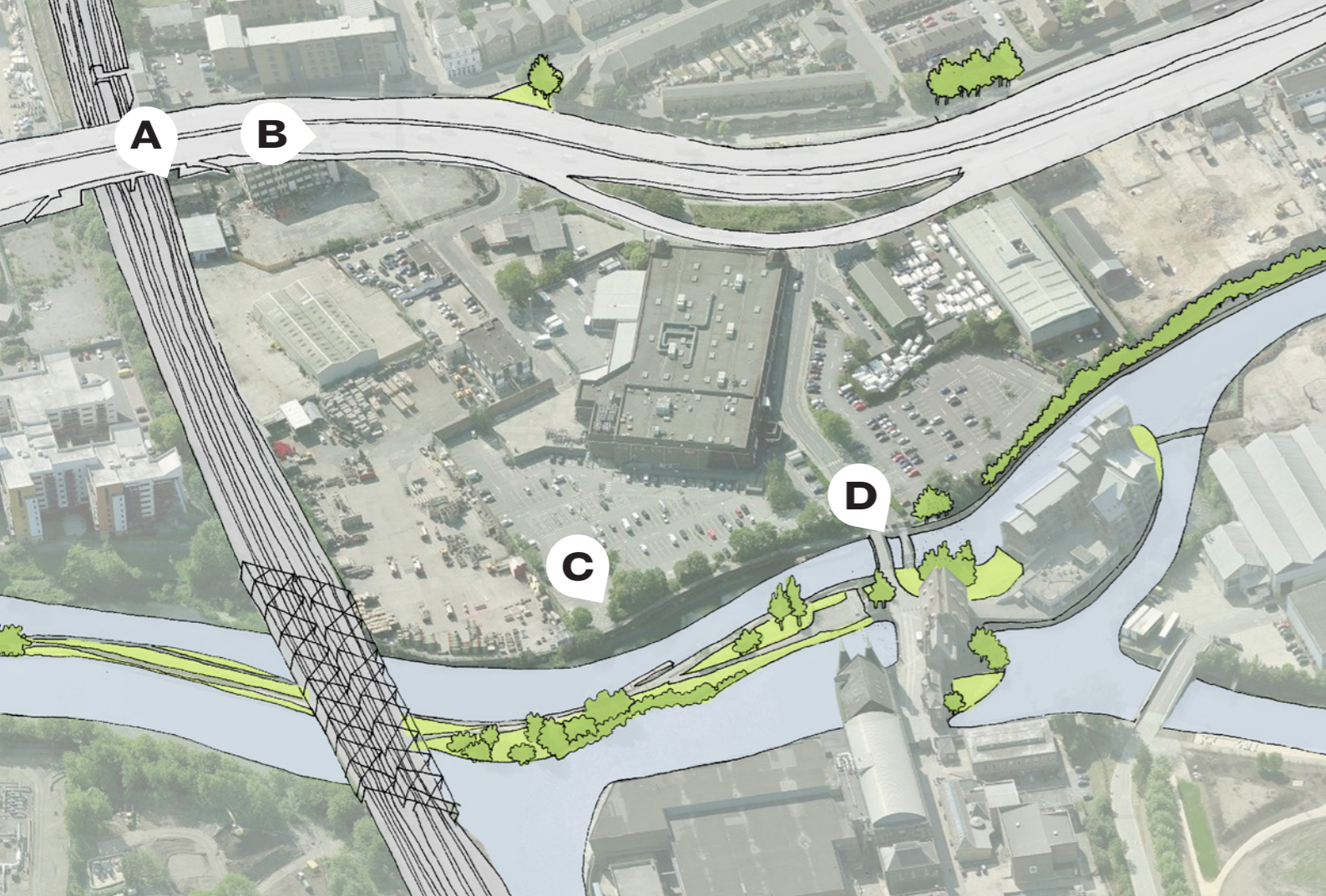
1.1

WIDER CONTEXT

The site at Bromley-by-Bow is located within the broader historic environment of the Lea Valley; a place of ecological and social diversity, shaped by a linear network of rivers, canals, road and rail infrastructure, and communities.

A recent study for the Leaway, 'Lea River Park Primer', was commissioned by the LLDC and carried out by 5th studio, with JCLA and ABA. The document highlights the nature and connectivity of the territory and context of Bromley-by-Bow, and presents the opportunity for change within the terms of a well meshed urban infrastructure.





1.2

PORTRAIT OF THE PLACE

This amazing site has for many years seemed invisible. Screened by trees at the historic waterways of the river at the western edges, severed by the snaking and raised infrastructure of the A12 to the west, and blocked in by the railway to the south.

The site has therefore suffered for many years in terms of poor accessibility and poor quality of public realm. For many, the primary experience of the site has been driving into Tesco's car park.

But the site sits at the heart of the Lea Valley, close to historic environments, long standing communities, and emerging neighbourhood developments. By opening this site up to new uses and visitors, benefits will be achieved not only at the site, but across the wider area, able to be revitalised through new connections and co-existing uses.

Furthermore, with careful planning, it is possible to make use of the positive and distinctive constraints of the site, towards encompassing them as assets. The proximity to the river offers play and amenity uses, and an extraordinary visual spectacle. The railway presents the kind of constraint that can benefit compatible uses in terms of workspaces and yards. And even the A12 itself offers a kind of spatial curving generosity that can be designed alongside, and engaged with.



A Aerial view on the site from the Southwestern corner



C Existing Tesco parking lot looking towards the canal side with existing soft landscape.



B View on A12 from the Southwestern corner of the development site



D View from the existing bridge towards the historic Three Mills

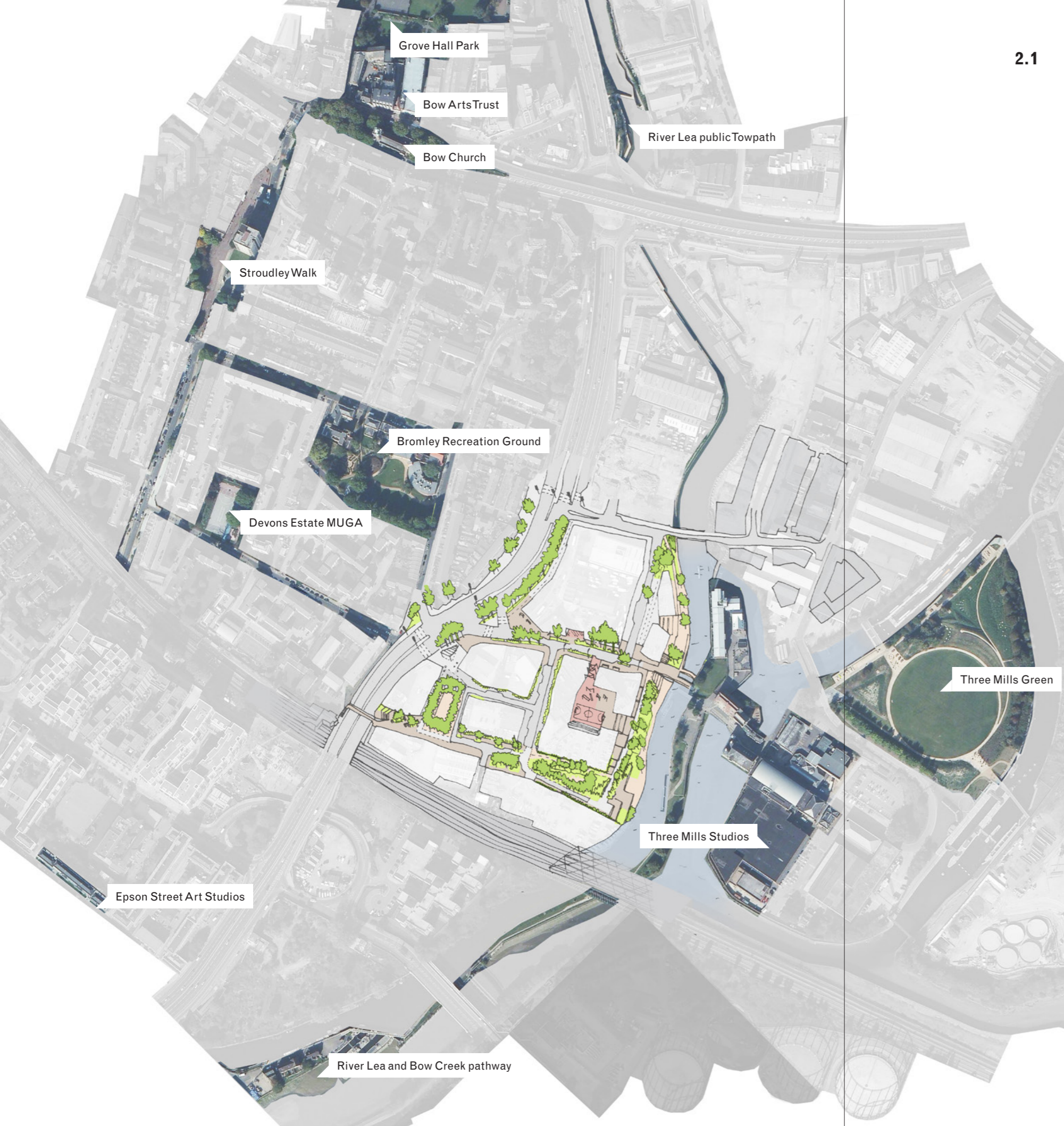
2 STRATEGY AND OVERVIEW

2.1 STITCHING INTO THE CITY 21

2.2 NEW ROUTES 23

2.3 SPECIAL PLACES 25

2.4 PLAY STRATEGY 27



2.1

STITCHING INTO THE CITY

The masterplan, and the public realm, have been designed around a vision to deliver Bromley-by-Bow as an integral extended part of the wider city fabric, linking in with Bromley-by-Bow station and communities to the west, and Strand East and Three Mills to the east.

The whole masterplan for new development has been designed around a primary urban strategy using new streets to provide east west routes through the site.

The distribution of uses, massing and arrangement of buildings, and the arrangement of routes and public spaces establish a new neighbourhood centre that clusters a range of social uses and spaces towards the north east with Strand East. This arrangement avoids a 'self-centred' and inward outcome, and instead enables the site to encompass and engage the river, green spaces and new developments at Strand East.

New routes are designed to provide good streets, and to connect with surrounding places as follows:

Northern route

This route will connect across the A12 with an improved pedestrian crossing leading through to Bromley-by-Bow. The route then provides bus, pedestrian and cycle access to the northern section of the river edge park spaces, and then over a new bridge that provides access to Strand East.

The route serves a cycle route and localised vehicular and servicing access.

Central route

This new route brings a substantially improved signalled junction at the A12, with new pedestrian and cycle crossings, into the new development. The east west route runs through the site, past commercial, retail and school frontages, up to the river edge and park spaces. It has a feel of a London high street - it is a bus route and it is walkable 24 hours a day. It continues through into the historic street spaces within Three Mills, which contain clusters of creative and community uses.

Southern route

This new route is provided by enhancing the connection at the A12 underpass and Bromley-by-Bow tube station, and bringing a linear public space through the development right down to the river edge.

Whilst vehicles can access this route, and park, the spaces are designed to prioritise pedestrian, cycle and play uses.



A Northern Route
B Central Commercial Route
C Southern Route

The east west routes are primary new streets running through the site. These are supplemented by a series of important other kinds of spaces, as follows:

A12

The western edge of the development abounds the A12. The idea is to substantially improve the crossing points and to humanise the street frontage by improving the width of the footways, adding a cycle lane, providing generous quantities of street trees, and adding low areas of planting to provide a good degree of separation between cars, pedestrians and cyclists.

Riverside Park edge

At the eastern edges of the development, a new linear park is provided which incorporates substantial grass, plants and trees, and amenity and play uses. This extensive green space manages the various sloped, terraced and stepped landscape required to address the difference in levels across the site, and turns these into positive qualities. The linear Park contains specific places within it, along its length, and these are highlighted in more detail under each section in 'Key Areas'.

Station entrance park

This space forms the northern section of the Southern Route, and enables the space adjacent to the underpass linking to Bromley-by-Bow station to become a positive, playful environment which uses trees and other planting to mitigate the adjacency to the road, and to accommodate cycle parking.

Public Square

A new civic square is provided at the north end of the Southern Route. This substantial civic space is designed to complement the taller buildings surrounding, and to act as a social and playful destination. It is designed to meet the A12 end in a way that is positive and definite, and uses subtle level changes to create a calm and pleasant atmosphere within vibrant surrounds.

The intention for all routes and spaces is to deliver the guidance set out in the environment assessment report that should be read in conjunction with this document. This includes aspects of the design that should support arboriculture and ecology guidance.



- A** A12
- B** Public Square
- C** Station Entrance Pocket Park
- D** Riverside Park Edge

2.4

OPEN SPACE STRATEGY

The overarching vision for designing the masterplan and its public realm has been stitching it into the existing urban condition and providing new links through the site to River Lea, to the historic Three Mills and beyond - to the new developments and the extensive Three Mills Green. The proposed layout seeks to join the already existing and the newly introduced open spaces and create comfortable links not only to the inhabitants of the proposed masterplan but equally to the already existing communities in the West from the A12.



- A** New above ground pedestrian crossings
- B** New green connection to the riverside
- C** Three Mills Lane
- D** Riverside Park

- A New pedestrian crossings** New street-level pedestrian crossings on the A12 will significantly improve the character of the wide road by slowing it down and thus humanising it. The crossings will help to facilitate an ample connection between the river and the communities in Bow.
- B Connection to Riverside** The Southern east-west route would provide a wide green connection from Bromley-by-Bow station to the river with special places along the way. Starting with a pocket square and a large public square that are more urban in character, it gradually turns into the riverside park.
- C Three Mills Lane** Reinstating the historic street with commercial activities along the way will strengthen it as a connection to the Three Mills.
- D Riverside Park** A 0.5ha park on the riverside of the new development will compliment the already existing and well functioning Lea Walk on the opposite side of River Lea. Although on two sides of the 20m wide river, they should be perceivable as one continuous open space.



Accessibility to all parks above 1ha and 2ha.
Outtake from LBTH Open Spaces Strategy map (May 2011) with Three Mills Green and its catchment area added.



Accessibility to all parks above 0.4ha.
Outtake from LBTH Open Spaces Strategy map (May 2011) with Three Mills Green and Riverside park in new development with catchment areas added.

2.4 Play strategy



-  site boundary
-  park boundary
-  fully pedestrianised open space
-  occasional access route to be incorporated into park space
-  doorstep play 0-2 year olds
-  5-11 year olds
-  12+ year olds

- A** Equipped play for 0-5 year-olds
- B** Equipped play 5-11 year-olds
- C** The stepped school front is an opportunity for older children's social space. It is a skateable and informal area facing the river just outside the school.
- D** The riverside opens up opportunities for equipped and unequipped natural play for younger children. It is a recreational space for every age group.
- E** The residential park is designated for equipped play
- F** School playground and MUGA
- G** Pocket park for doorstep play
- H** The public square is an opportunity for every age group to mingle. It is a predominantly informal play area that also functions as a kick-about. Adding basketball hoops, ping pong tables and further play equipment could further activate the space
- I** A playful pocket park with informal play elements, cycle parking and planted islets. The view opens along the street towards the river from the monumental stairs that function as social space

The area offers a range of play opportunities that responds to their specific sites and have a high capacity for public enjoyment. Some of them, such as the residential park, offer opportunities for designated play areas for younger children, whereas others, such as the canalside, is suitable for an enhanced experience for all age groups that can be spread out across the canal park. The sloped section on the canal that negotiates the lower towpath and upper tertiary road is provided using grass embankments that could be embedded with seats, platforms, and mats to invite sitting, playing, viewing and movement for a wide range of ages. Play equipment should be positioned at a safe distance from the canal edge and not be fenced off.

The public square to the west will support sports and leisure activities that benefit from a semi-bound gravel surfaced space suitable to meeting, sitting, informal play and cycle riding. The space is flexible for temporary activities, events and exhibitions. A sculptured granite staircase will offer spatial variety and opportunities for play engagement while giving a strong image of civic uses and amenity for the square.

Doorstep play is provided within each block and enhanced by introducing informal doorstep play opportunities at key designated locations.

Additional play provision for youth is accessible in the nearby Talwin Street MUGA, Bromley Recreation Ground and in the Three Mills Green across the canal.



3

OVERVIEW DRAWINGS

3.1

ILLUSTRATIVE OVERVIEW

31

3.2

SITE PLAN

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3.3

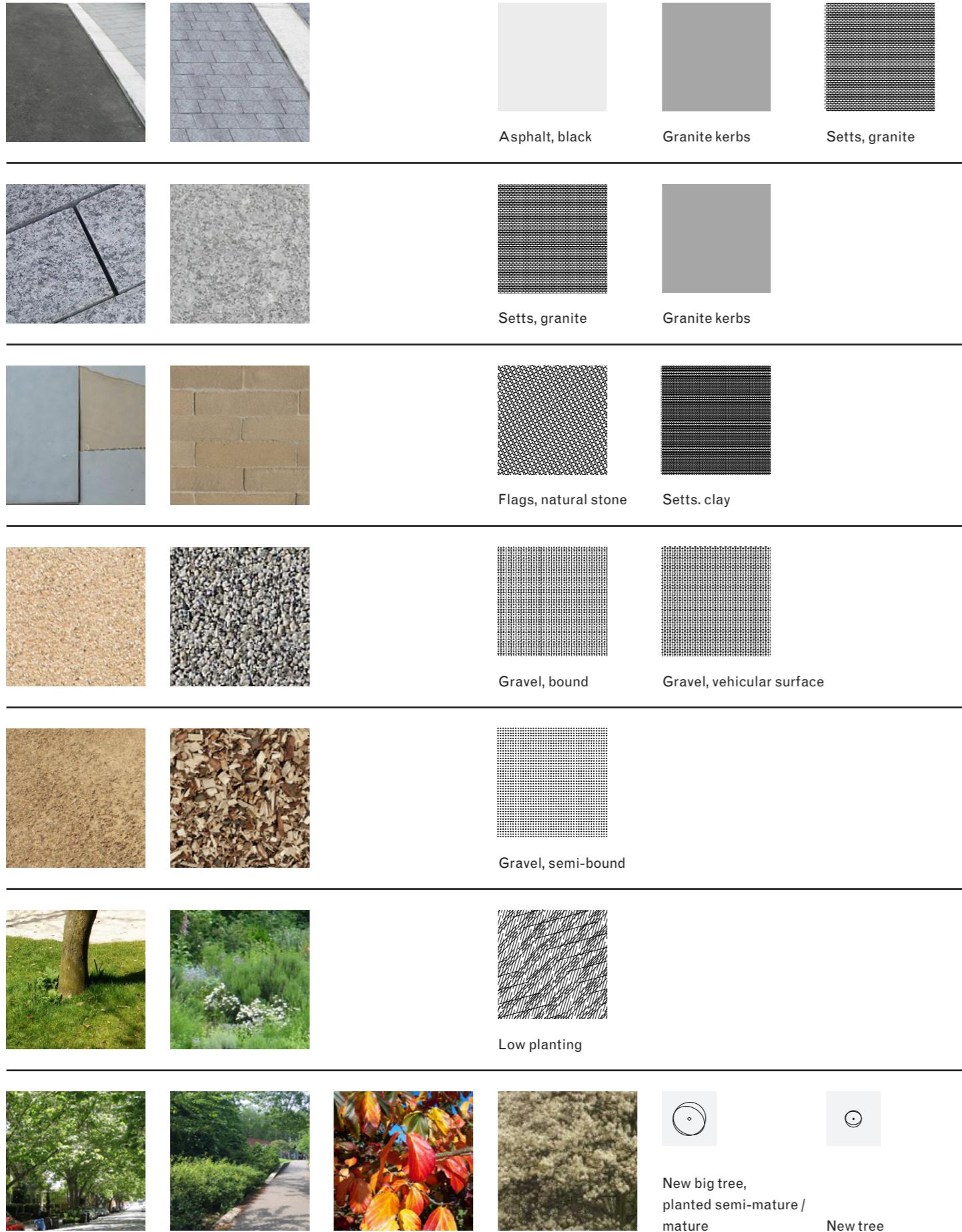
MATERIAL PALETTE

35





This site plan shows how footways, planting bays, tree planting, and green spaces are arranged in terms of spatial and material extents. The key on this page and illustrated overleaf indicate how materials could be arranged to deliver the public realm as required in the written key principles.



Asphalt, black

Granite kerbs

Setts, granite

Setts, granite

Granite kerbs

Flags, natural stone

Setts, clay

Gravel, bound

Gravel, vehicular surface

Gravel, semi-bound

Low planting

New big tree,
planted semi-mature /
mature

New tree

3.3

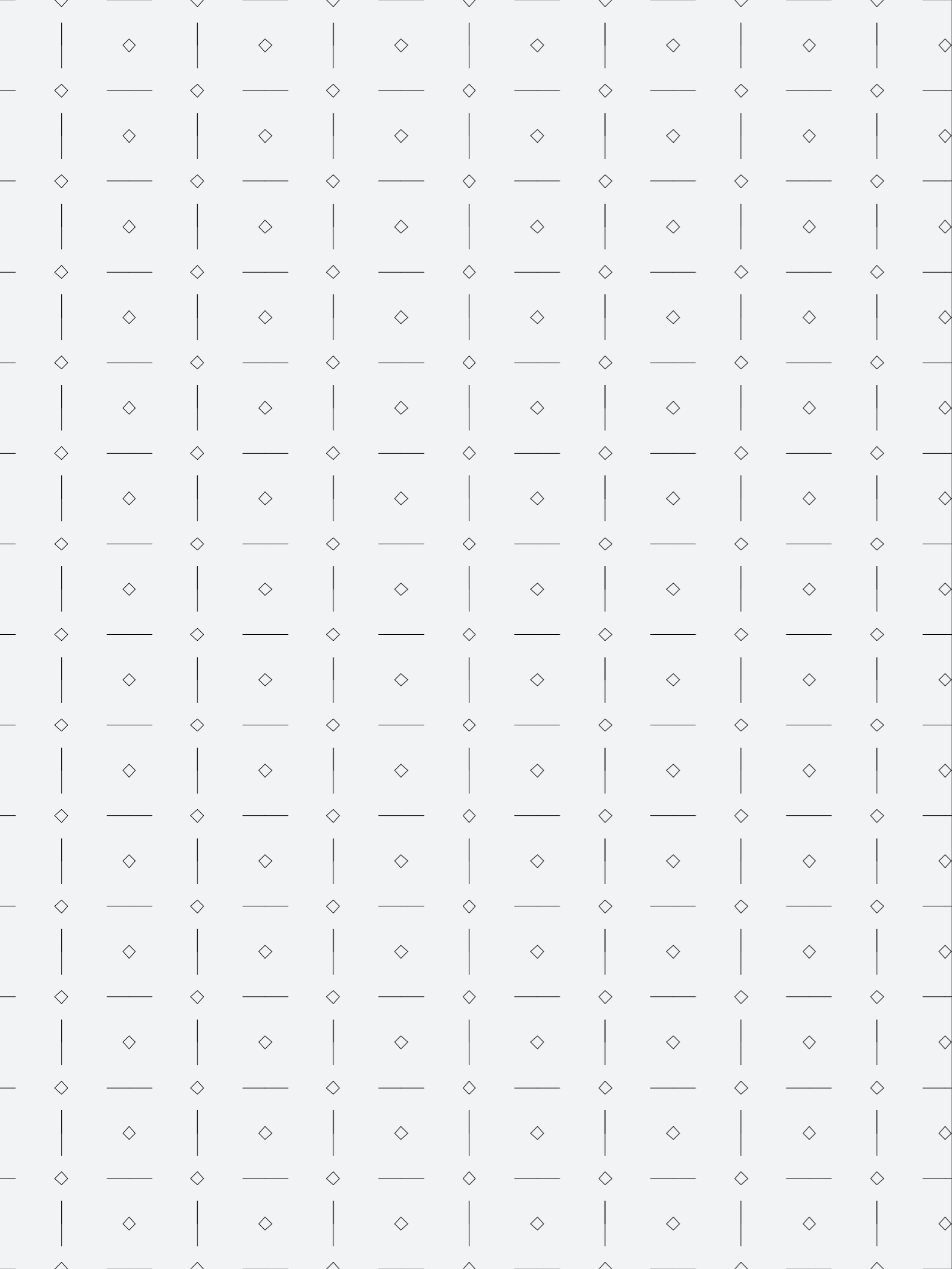
MATERIAL PALETTE

The hard and soft landscaping materials are kept to a simple palette throughout the area. At the canalside materials relate to the existing towpath and park landscape as well as the historic industrial site of Three Mills. Proposals should use robust and accessible materials aimed at enhancing pedestrian and cycle access across the site. Streets with buses in the town centre, including Three Mills Lane, the new bridge to Sugar Lane and the street connecting them, will be adoptable.

The granite paving in the historic Three Mills is extended at Three Mills Lane to directly tie in with the existing spaces characterised by natural stone surfaces. Within the background of granite sett paving, extra wide granite kerbs with SUDS planting strips mirror the wide lumpy granite tracks in Three Mills.

On the southern route bound and semi-bound gravel surfaces interspersed with plants and informal and formal play areas indicate a transition between hard landscaped areas near the A12 to the west and soft landscaped areas near the canal to the east.

Along the A12 a continuous line of large mature London Plane trees is planted to improve the roadside conditions for pedestrians and cyclists. Big London Plane trees will shape the natural canopy framing the Public Square to the West. The canalside is a mix of retained existing high quality trees and the planting of new informal tree clusters. Varied soft landscape treatments and a mix of tree species creates a biodiverse park spaces to be engaged with throughout the year.



4

KEY AREAS

4.1

CENTRAL ROUTE

39

4.2

SOUTHERN ROUTE

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4.3

NORTHERN ROUTE

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4.4

RIVERSIDE PARK

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4.5

A12 EDGE

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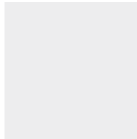
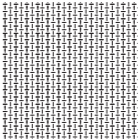

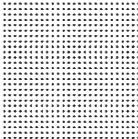
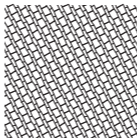
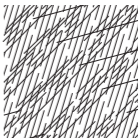
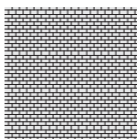

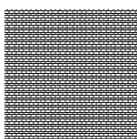

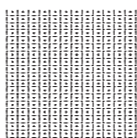

4.1

CENTRAL ROUTE

The Central Route is a new street designed to accommodate buses and cyclists and to engage with and reflect the materially rich historic character of Three Mills. It will function as the neighbourhood commercial spine, and connect to Bow via new pedestrian and cycle crossings. The street should be welcoming and safe for pedestrians and cyclists.

- Generous width of footways throughout
- Kerbs located throughout to provide smooth flowing continuous alignments, including at junctions with A12 crossing and Three Mills bridge
- New high quality kerbing. For example 300mm wide granite kerbs with 125mm kerb face. Detailed dimensions subject to further detailed design stages
- Parking bays in high quality surfacing; for example 200 x 100mm granite setts
- New kerb side 'street gardens', with street trees and other suitable planting, with ground treatments incorporating sustainable drainage where possible. The street garden surfaces could incorporate re-used materials laid in linear arrangements
- New trees
- Trees planted at and around new crossing point with A12.
- New footways in granite setts or other suitable material able to relate successfully to Three Mills Lane granite historic setts and carriage channels.
- White and yellow lining avoided or minimized
- Seating and other street furniture carefully located to avoid cluttered environment
- Lighting fixed to buildings wherever possible

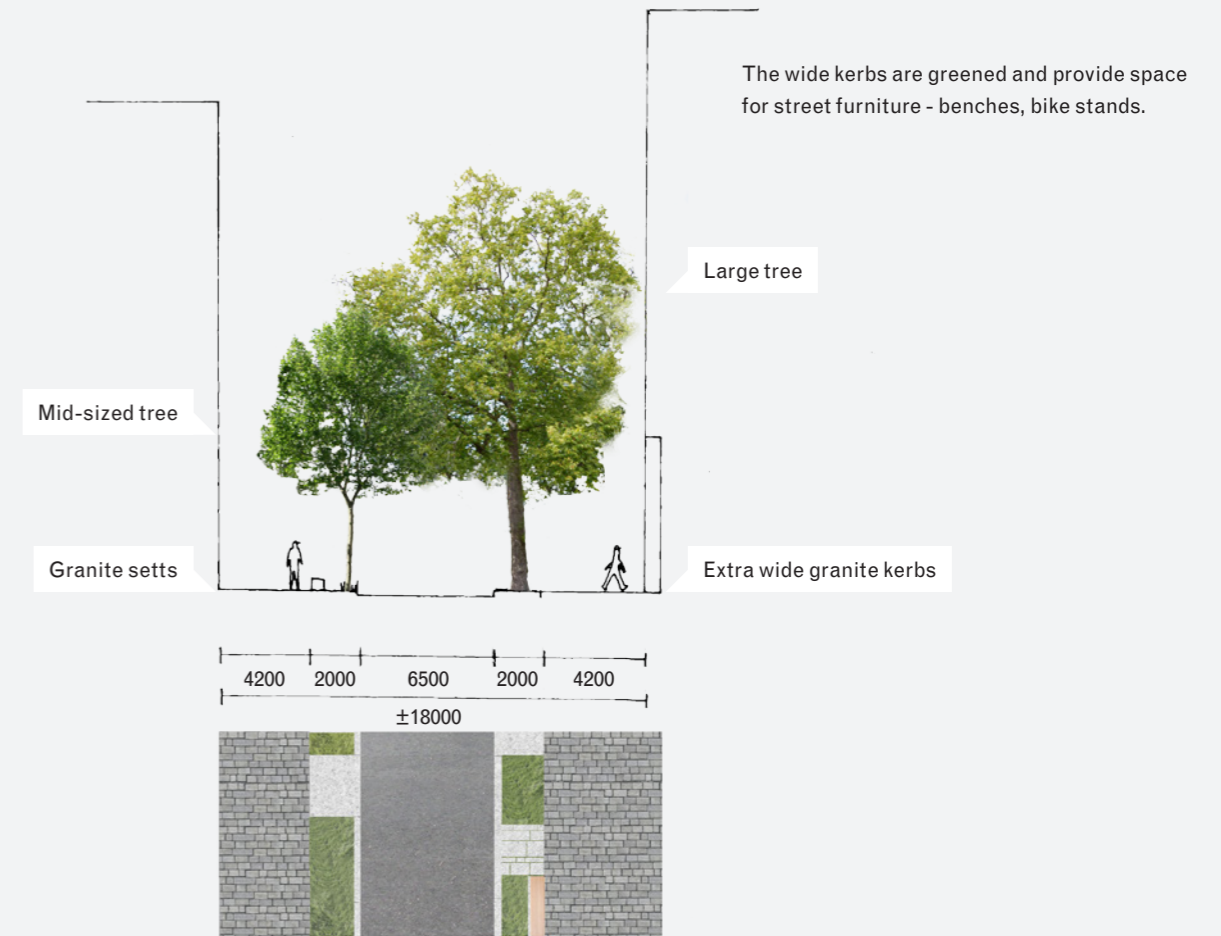


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|--------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------|
|  | Asphalt, black |  | Gravel, vehicular surface |
|  | Granite kerbs |  | Gravel, semi-bound |
|  | Flags, natural stone |  | Low planting |
|  | Setts, granite (on Three Mills Lane) |  | New big tree, planted semi-mature / mature |
|  | Setts, clay |  | New tree |
|  | Gravel, bound |  | Existing tree |





View looking west along Three Mills lane



New footways in granite setts or other suitable material able to relate successfully to Three Mills Lane granite historic setts and carriage channels



Wood Green, Green Lanes, London



Westminster Street, Providence, RI, USA



Historic Three Mills lane looking east towards the proposed development.



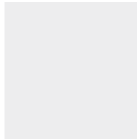
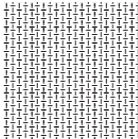

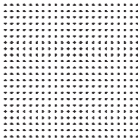
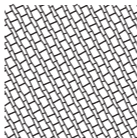
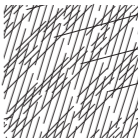
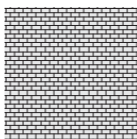

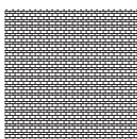

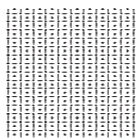

The Southern Route is a new residential street designed to prioritise pedestrians and cyclists, alongside local vehicle access and servicing. The street is green along the whole of its length in ways specific to each location. The street will help to shape the way in which building frontages address the public spaces in terms of new entrances, front gardens, and amenity and play spaces. Workspace and other non-residential entrances also engage directly with this street.

At the northernmost section, at the junction of the underpass, a new informal pocket park is located, to contain trees, illuminated access to the underpass, steps, and cycle parking. Just to south of that, is a new public square surrounded with trees, and edged with seating and some informal play equipment.

At the southern end of the street, the route widens, and opens up to the river edge Park. Informal play facilities are located within a green space surrounded by footways and carriageway surfaces designed to be visually recessive, enabling all surfaces to be inviting to those on foot and cycle, whilst retaining slow moving vehicular access as required.

- Generous provision of footways throughout
- Kerbs located throughout to provide smooth flowing continuous alignments
- New high quality kerbing. For example 300mm wide granite kerbs. with 60/30mm kerb faces. Detailed dimensions subject to further detailed design stages
- Changes in kerb directions to be radiussed not mitred
- Parking bays in high quality surfacing; for example 200 x 100mm granite setts
- New 'garden spaces', with street trees and other suitable planting, with ground treatments incorporating sustainable drainage where possible
- Incorporate re-used materials as part of the detailed design where possible and desirable
- New trees
- New footways in natural stone flags or other suitable material able to provide a residential street atmosphere
- White and yellow lining avoided or minimised
- Seating and other street furniture carefully located to avoid cluttered environment
- Lighting fixed to buildings wherever possible



- | | | | |
|--------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------|
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|  | Setts, granite (on Three Mills Lane) |  | New big tree, planted semi-mature / mature |
|  | Setts, clay |  | New tree |
|  | Gravel, bound |  | Existing tree |





View looking towards the underpass and Bromley-by-Bow station



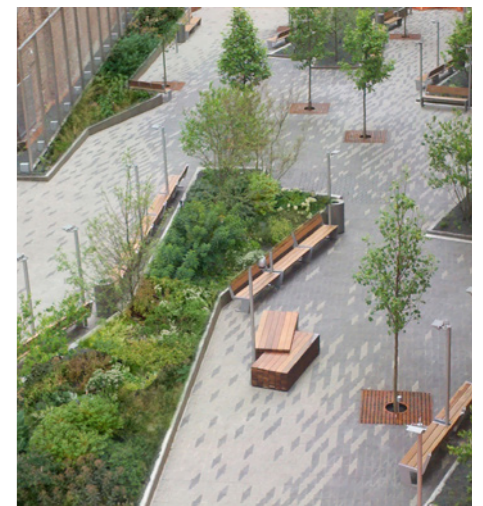
UNDERPASS ENTRANCE

This space is designed to upgrade the currently poor quality underpass and provide a new attractive and playful informal green space.

- Enhance underpass using clear wayfinding. Ideas for this could include reflective stainless steel cladding, clear signage and well considered lighting
- Provide new staircase and stepped area as a generous sculptural piece of public realm infrastructure, able to be used as an informal play structure, 'performance' and planting area
- Provide bike parking for the Bromley By Bow station embedded in the design of the staircase and around
- Plant trees and plants in informal way, in conjunction with seating and Sheffield stands for cycle parking



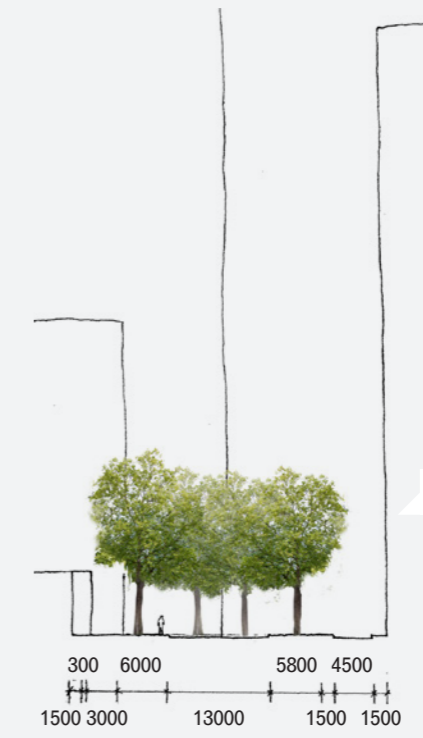
Van Gogh Walk, Stockwell, London



Beekman st, New York, USA

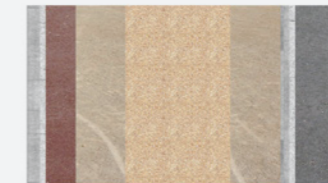


View from the middle of the public square



The canopy around the public square introduces a smaller, human scale to the space

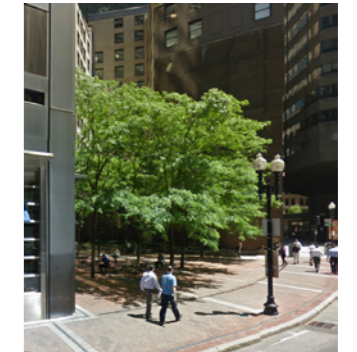
Large trees



PUBLIC SQUARE

This is a substantial high quality green square, with large trees coupled with open space, designed to act as a strong companion to the taller buildings surrounding it, and to provide capacity and pleasant atmosphere for the people who will live, work, play and visit here.

- Provide slightly sunken semi-bound gravel, and/or grassed surface for play and positive environment
- Surround the area with high quality mature trees, forming a canopy around the sunken area of the public square
- Light space
- Provide new staircase and stepped area as a sculptural piece of public realm infrastructure at the end adjoining the A12, able to be used as an informal play structure, and 'performance' space
- Enable vehicular access around the space, whilst enhancing the design of surfaces to provide a more pedestrian and urban park-like feel



Barking Town Square, Barking, London



Summer Street, Boston, USA

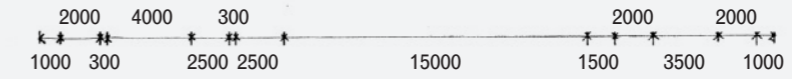


View looking west along Southern route

trees of different sizes and maturity

The residential park is surrounded by greenery and has elements of formal and informal play

informal planting done by the residents



THE STREET AND RESIDENTIAL PARK

The street is designed to prioritise pedestrians and cyclists. Towards its western end it widens into a residential park that adjoins the riverside.

- Design the park to be an extension to the riverside park
- Provide an open space surrounded by trees and pathways for doorstep play
- Incorporate informal and formal play facilities to the green areas
- Plant trees and plants in informal way
- Design footways and carriageways to be visually recessive, for them to be inviting to those on foot and cycle, whilst allowing access to occasional slow moving vehicular access



Hatcham Gardens, New Cross, London



St Andrews, Bromley-by-Bow, London



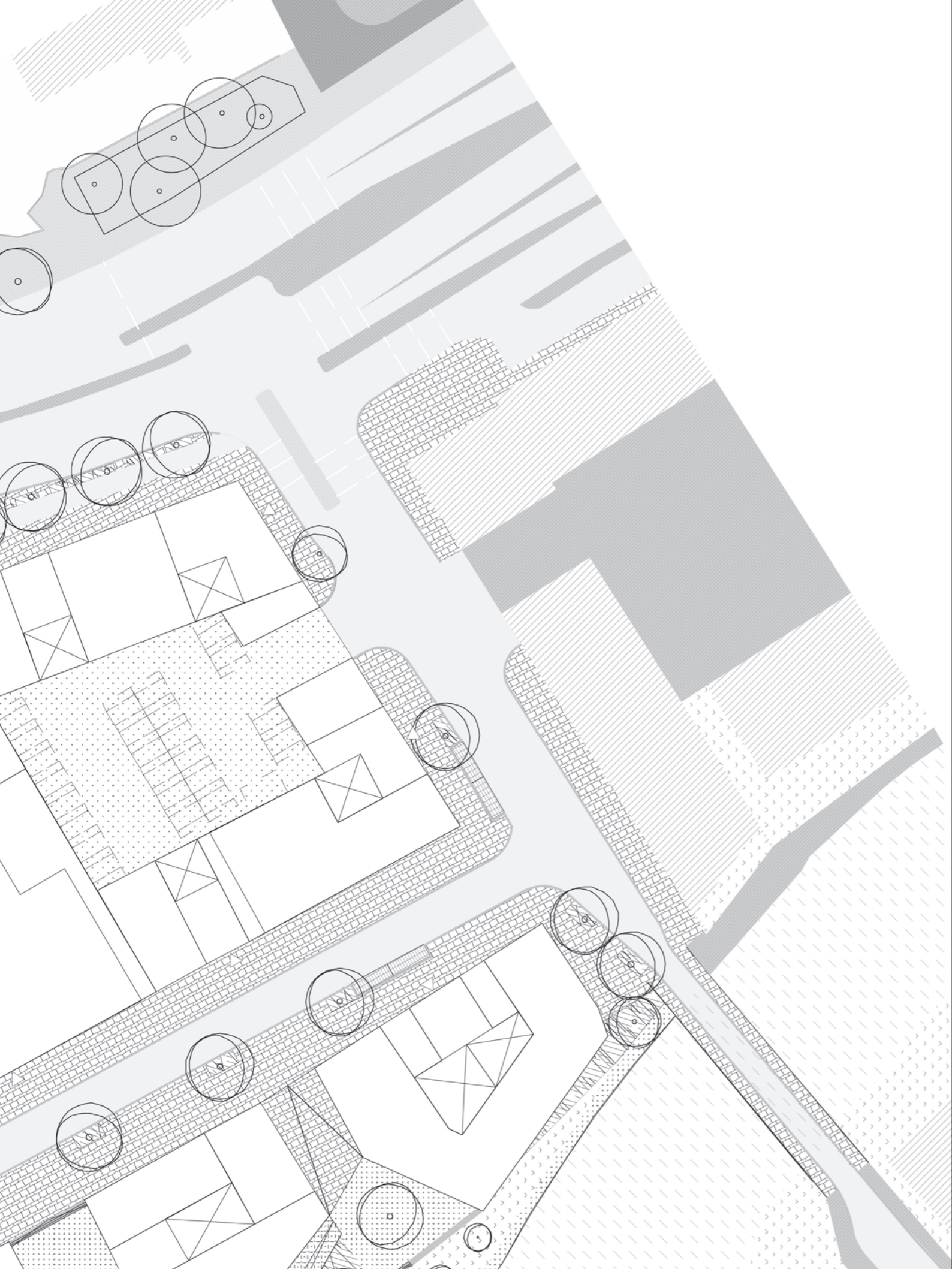
Delfshaven, Rotterdam, the Netherlands

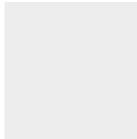
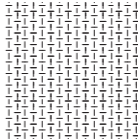

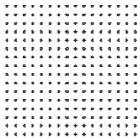
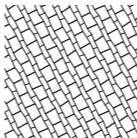
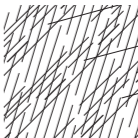
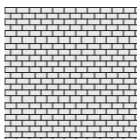
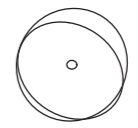
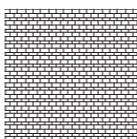
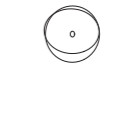
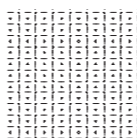
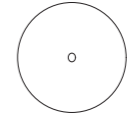


This route acts as a key east west connection to Bow at the West, and provides a local vehicular and access route. The route places emphasis on pedestrian and cycle access to the river edge, and provides a new bus route connecting to Strand East, via a new bridge.

- Generous footways throughout
- Kerbs located throughout to provide smooth flowing continuous alignments
- New high quality kerbing. For example 300mm wide granite kerbs. with 125mm kerb faces. Detailed dimensions subject to further detailed design stages
- Parking bays in high quality surfacing; for example 200 x 100mm granite setts
- New footways in natural stone flags or other suitable material able to provide a local street atmosphere
- White and yellow lining and other highway signage avoided or minimised
- Seating and other street furniture carefully located to avoid cluttered environment
- Lighting fixed to buildings wherever possible





- | | | | |
|--------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------|
|  | Asphalt, black |  | Gravel, vehicular surface |
|  | Granite kerbs |  | Gravel, semi-bound |
|  | Flags, natural stone |  | Low planting |
|  | Setts, granite (on Three Mills Lane) |  | New big tree, planted semi-mature / mature |
|  | Setts, clay |  | New tree |
|  | Gravel, bound |  | Existing tree |





The new riverside park is a place specific, highly distinctive substantial green space for public use. It adjoins a wide range of riverside building uses, and acts as an extension to the natural biodiverse, green and spatially rich qualities of the river.

The riverside Park is made accessible for all, using gentle gradients, terraced platform, steps, and sloped areas of grass and tree filled grassy areas. Where public uses meet the Park, areas of accessible hardstanding terraces will be provided.

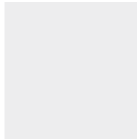
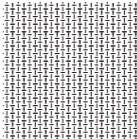


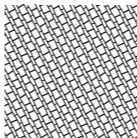
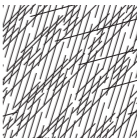
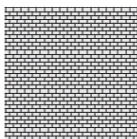

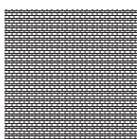

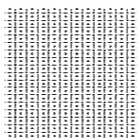

Towpath cycle access will be provided, in particular at the north section of the park, enabling cyclists to cross the Three Mills Bridge and continue south.

Where possible existing trees should be retained in the new development. New trees should be specified to address and reflect the local context, and be suitable in terms of biodiversity and ecological concerns. The Park will contain a range of informal play facilities, and use recycled materials as appropriate.

- New trees throughout and trees retained where possible
- Accessible surfaces provided at public and semi-public building frontages
- New ramps and footways to provide accessible routes throughout, using poured materials or similar to provide informal park feel
- Footway edging against grassy edges to be designed to minimal thickness
- Distinctiveness and special identity should be made visible in the delivered outcome. Generic materials and arrangements should be avoided



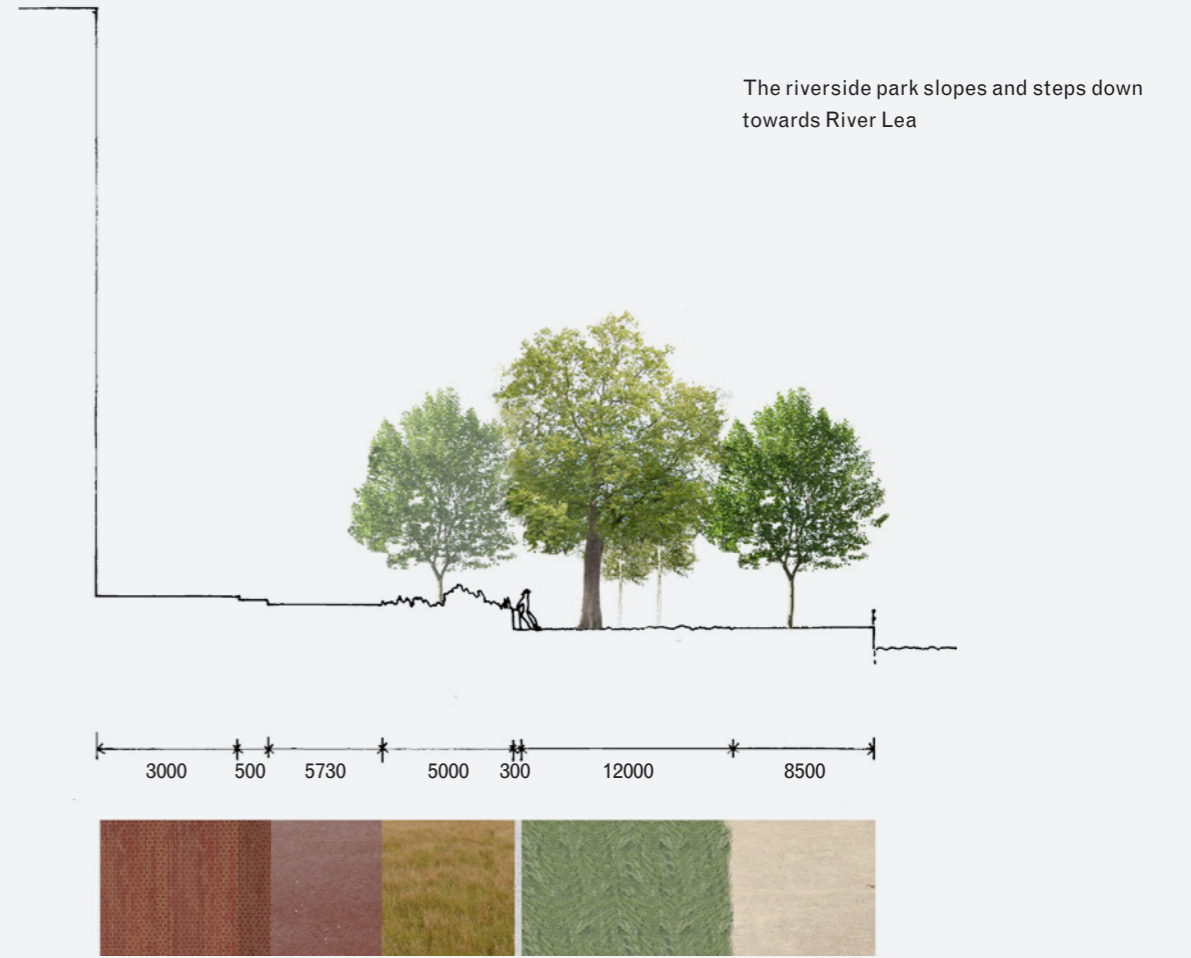


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|--------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------|
|  | Asphalt, black |  | Gravel, vehicular surface |
|  | Granite kerbs |  | Gravel, semi-bound |
|  | Flags, natural stone |  | Low planting |
|  | Setts, granite (on Three Mills Lane) |  | New big tree, planted semi-mature / mature |
|  | Setts, clay |  | New tree |
|  | Gravel, bound |  | Existing tree |





View looking over southeast corner of riverside park



Queen Elizabeth Olympic Park, Stratford, London



Eagle Brewery Wharf, Kingston upon Thames



Maas Promenade, Rotterdam, the Netherlands

The new riverside park on the development side of river Lea will relate to the existing soft landscape by retaining existing trees of high quality and adding new trees that are suitable to the area.



looking west towards development site from across Lea River from existing pathway.



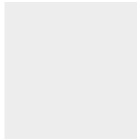
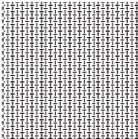

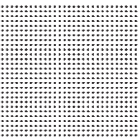
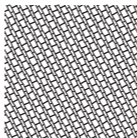
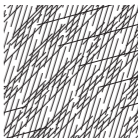
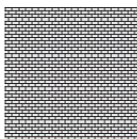

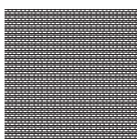

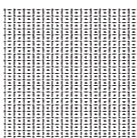

The new A12 roadside is intended to become a positive well lit and legible environment, using generous widths for footways and cycle access, and providing mature trees, and lower levels of planting to help pedestrians and cyclists feel protected and buffered from the road.

New well positioned pedestrian and cycle crossing points will be designed integrally with the A12 roadside footway and cycleways.

- Generous footway and cycle
- Kerbs located throughout to provide smooth flowing continuous alignments
- New high quality kerbing. For example 300mm wide granite kerbs. with 125mm kerb faces. Detailed dimensions subject to further detailed design stages
- New footways in natural stone flags or other suitable material able to provide a street character
- Seating and other street furniture carefully located to avoid cluttered environment
- Lighting fixed to buildings wherever possible
- Mature trees provided in dense clumps to signify the positive environment being created at this edge, and to mark the ways into the site and towards the river



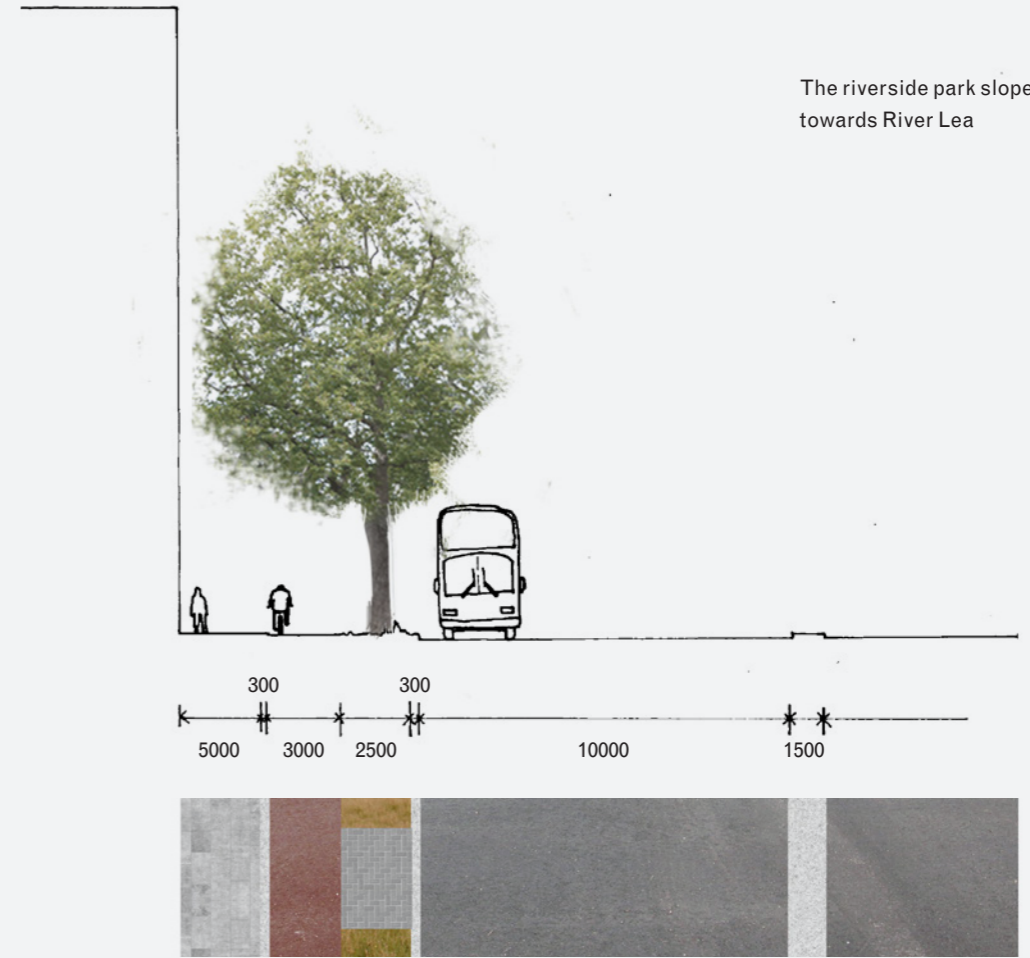


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|--------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------|
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|  | Setts, granite (on Three Mills Lane) |  | New big tree, planted semi-mature / mature |
|  | Setts, clay |  | New tree |
|  | Gravel, bound |  | Existing tree |





View looking south along the proposed bike lane along A12



The riverside park slopes and steps down towards River Lea



Waterloo Market, London



Blaak, Rotterdam, the Netherlands



COLOPHON

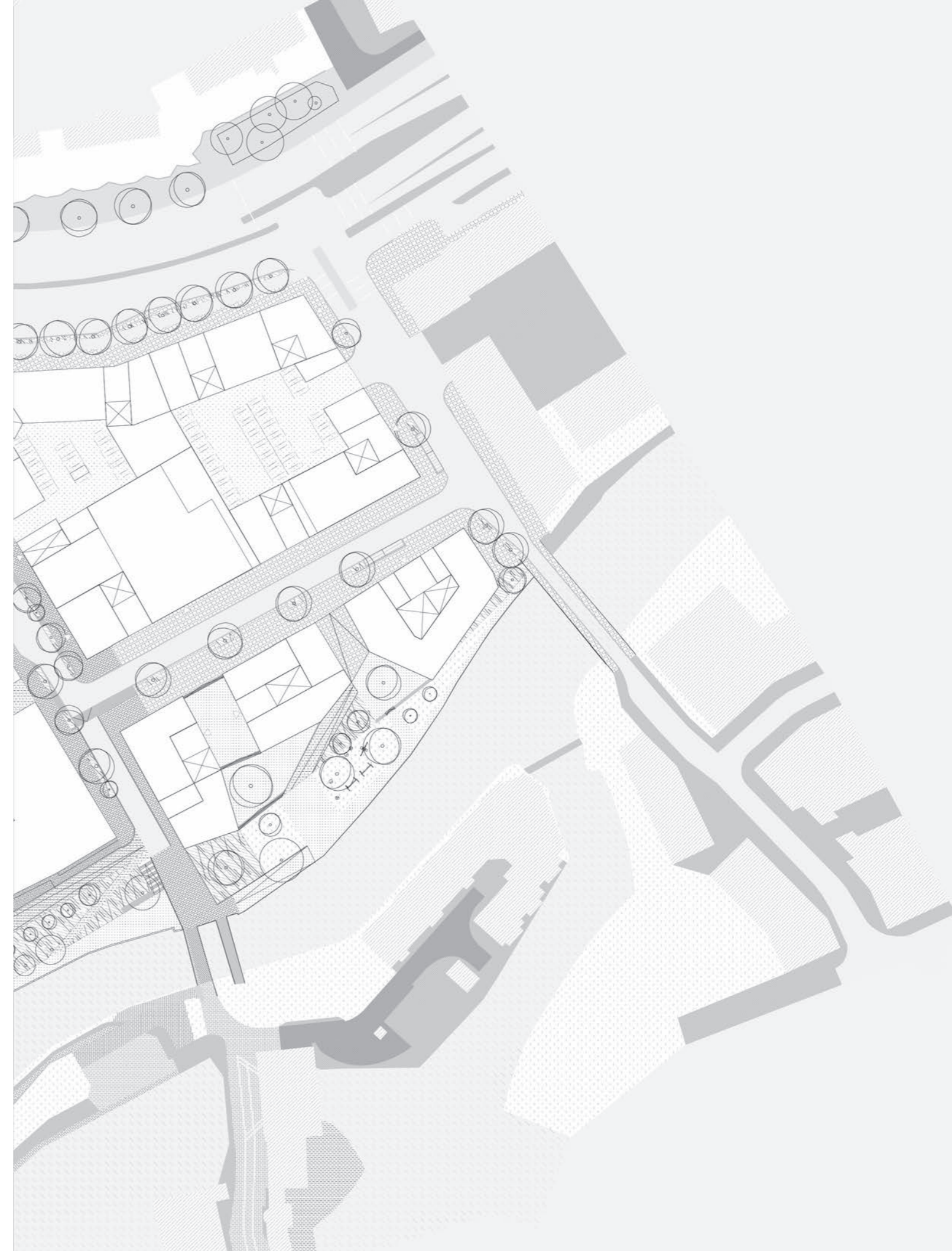
This document is published by LLDC as an appendix to Bromley By Bow South SPD in February 2017

Edited by East architecture, landscape, urban design
Unit 3.3, 1st floor Bayford Street Industrial Centre, London E8 3SE

Designed by Europa

Photographs of Bromley By Bow site by Gareth Gardner and East

Drawings on pages 12–13 are courtesy of 5th Studio, all other drawings courtesy of East



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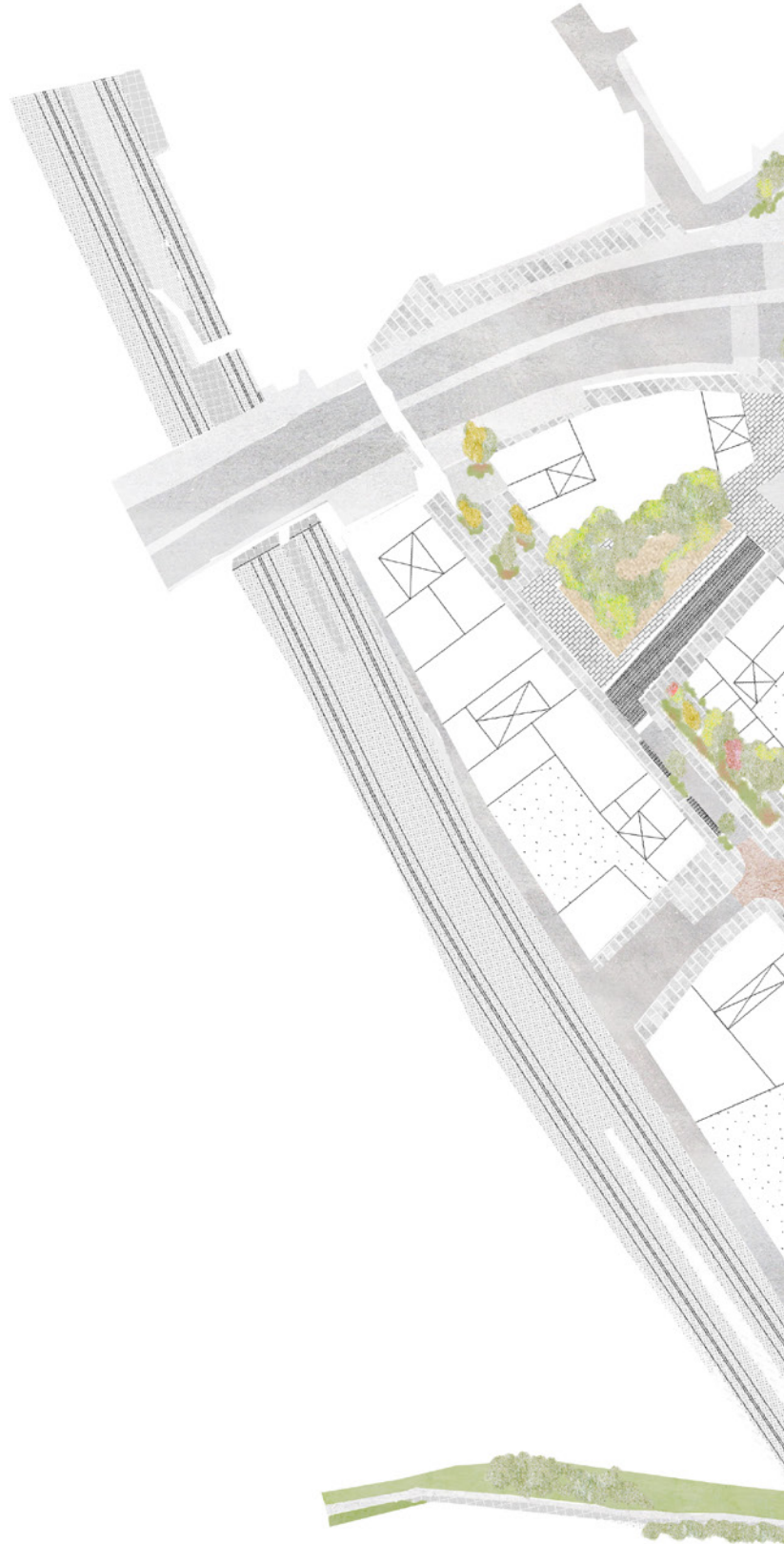
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CORPORATION

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Housing
Group 

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